Government has set up a National Facilitation Committee (NFC) under the Chairmanship of Cabinet Secretary for streamlining the facilitation at airports. An executive committee under the Chairmanship of Cabinet Secretary for streamlining the facilitation at airports. An executive committee under the Chairmanship of Secretary (Civil Aviation) has also been set up to implement the decisions taken by the NFC. If considered necessary, Government also convenes meetings from time to time with the representatives of Customs, Immigration, CISF etc. to ensure smooth passenger movement at airports.

In addition to the above, AAI convenes meetings with agencies working at airports at regular intervals to sort out the various issues relating to passenger handling. The airports Operations Committee chaired by the Airport Director meets every month and discuss all these issues thoroughly and find solutions to increase the efficiency of passenger handling in the terminals.

(d) Does not arise.

Reservation of SCs and STs in M/o Civil Aviation

*455. SHRI URKHAO GWRA BRAHMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are successfully maintaining the requisite percentage of SCs and STs reservation in jobs in the Ministry and its various organistions;

(b) if so, the details of the status, organisation-wise;

(c) if not, the details of the backlog status and steps taken to fill up the vacancies; and

(d) the reasons as to why the number of ST representation in Indira Gandhi Rastriya Uran Academi (IGRUA) is less as compared to SCs?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL: (a) The number of SC employees in all Organisations under the Ministry is more than the precribed percentage *i.e.* 15% except BCAS where it is 14.63%. However, the number of ST employees in the organisations is lower than the required percentage of 7.5%.

(b) and (c) Th organisation-wise details of total number of employees, the number of SC/ST employees, their respective percentage and the backlog of direct recruitment vacancies as on 31.3.2006 are as given below:—

Sl. Nc	Name of the Organisation	Total No. of employees	Total No. of		Backlog Direct Recruitment vacancies as on 31.3.2006	
			SCs(%)	STs(%)	SCs	STs
1.	Ministry (Main)$	363	70(19.28)	18 (4.95)	-	-
2.	Directorate General of Civil Aviation (Non-Ministerial post)	384	103(26.82)	24 (6.25)		
3.	Bureau of Civil Aviation Security(#) (Non-Ministerial post)	205	30(14.63)	5 (2.43)		
4.	Commission of Railway Safety (Non-Ministerial post)	131	23(17.55)	7 (5.34)	1	
5.	Airports Authority of India	19849	4927 (24.82)	1118 (5.63)	40	125
6.	Air India Ltd.	15416	3540 (22.95)	1066 (6.91)	6	22
7.	Indian Airlines Ltd.	18219	3514 (19.28)	1167 (6.40)	3	6
8.	Pawan Hans Helicopters Ltd.	559	85(15.20)	37 (6.61)	20	27
9.	Hotel Corporation of India Ltd.*	1702	463 (27.20)	90 (5.28)	40	47
10.	Indira Gandhi Rastriya Uran Akademi*	211	42(19.90)	1 (0.47)	4	6

(S)Inclusive of Ministerial Staff of DGCA, BCAS & CRS

(*)Representation as on 31.12.2005

(#)Representation as on 1.1.2006

In pursuance of the directions of the Government, all Organisations under the Ministry were instructed in August 2004, to launch the Special Recruitment Drive to fill-up the backlog direct recruitment vacancies for SCs and STs in their respective organisations. As a result of this drive, all organisations, which had backlog vacancies, have considerably reduced the number of backlog vacancies reserved for SCs/STs

(d) Vacancies in IGRUA are mostly of technical nature, like Pilots, Engineers, Ground Instructors, Aircraft Technicians etc. Efforts made in the past to attract ST candidates did not meet with desired results. IGRUA is striving hard to attract reserved category candidates to fill up the vacancies. Since attractive pay and fringe benefits are being offered elsewhere in the aviation sector. IGRUA does not seem to be preferential choice including for ST candidates.

Reduction in cost of AIR Travel

*456. SHRI S. ANBALAGAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether private airlines now account for more than 60 per cent of domestic air traffic;

(b) if so, the details thereof and the reasons therefor;

(c) whether low cost of private airlines, which are much cheaper than the Indian Airlines/Alliance Air, is the reason for their increase in domestic air traffic;

(d) if so, the details thereof;

(e) the steps proposed to be taken to reduce the cost of air travel of Indian Airlines/Alliance Air aircrafts;

(f) whether Indian Airlines/Alliance Air propose to introduce no-frills flights; and

(g) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. In the year 2005, private airlines handled a market share of 69% as against 31% by Indian Airlines.